To one bill of lading of this tenor and date, a three sen internal revenue stamp has been affixed as required by law.

T.P.—D. 1.
CORRECTION 2.

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED
MANAGERS

OCEAN EASTBOUND BILL OF LADING.

No. 7303

SHIPPED ~~RECEIVED~~, in apparent good order and condition, from By KAI TSU SHA, LTD. ~~for Shipment~~ upon the Steamship Empress of Asia and/or other ship or ships at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease) at the Port of Vancouver, B.C. or so near thereto as the ship may safely get, unto Order, Notify Messrs. Komura Bros., 169 Powell St., Vancouver, B.C. or to his or their assigns.

Freight and all other charges for the said goods to be paid at Vancouver, B.C., as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

PERISHABLE CARGO AT SHIPPERS RISK

NOT RESPONSIBLE FOR BREAKAGE OR LEAKAGE OF CONTENTS

NOT RESPONSIBLE FOR BREAKAGE OR LOSS OF CONTENTS

DESCRIPTION OF PACKAGES AND MARKS		Said to Weigh and Measure Subject to Correction	
		Pounds	Cubic Feet
HK / VANCOUVER	N/No = 5 tubs Miso	A	
	#1/2 = 2 Pkgs Vermicelli.		
	N/No - 50 tub Shoyu	A 5796 lb	193 cft
	A = 10 Bag Beans	B	
	B = 10 " Raw Vegetable	B 1100 "	27 "
	#11/2 = 2 " Canned Goods	C 340 "	20 "
	#13/6 = 4 " Cake	D 122 "	4 "
	#17 = 1 " Farming Tools	C	
	#18 = 1 " Toilet Goods	7358 lb	244 cft
	#19 = 1 " Curios	D	
	#20 = 1 " Fancy Goods	C	
	87 Pkgs		
Total Eighty Seven Pkgs Only.			

OCEAN FREIGHT AND CHARGES	
A @ $ 9.00 per 40 cft	$343
B " 4.00 per 2000 lb	22.00
C " 10.00 per 40 cft	8.00
D " 4.00 "	.40
COLLECT	
Total Through Charges Freight payable at Destination	G.$ 51.03
(NOTE.—State whether Prepaid or Collect.)	

COLLECT.

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to four Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 20th day of July 1922.

Spead

This Bill of Lading to be used only for shipments when consigned locally to Steamers' Port of Discharge.

For THE CANADIAN PACIFIC RAILWAY COMPANY.

KAITSU SHA, LTD.

For

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN-MENTIONED:—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board, to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards, for any purpose whatsoever and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back, or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, governments, and rulers or peoples, strikes, lockouts, labour disputes, riots, lighterage, transhipment, jettison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, rivers, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes, of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, marines, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength, or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4 Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck-house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from, or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depôt, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into hulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods,

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures, shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13 Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers, shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—20. Without in any manner or to any extent limiting the meaning of the other conditions contained in this Bill of Lading it is expressly agreed that it is issued subject to the conditions (a) and (b) contained in this clause, viz. :—

(a) Ship free to carry contraband of war and like risks. Shipper to take all risks of loss of before-mentioned goods by capture or other peril of war whether such loss be occasioned by or arise from any act, omission, negligence, default, or error of judgment of the Owners, Master, Officers, Servants or Agents.

(b) When and so long as a state of war exists between any two Powers the Carriers may at any time either before or after the commencement of the voyage land and store the goods at the port of shipment or at any other port or place either on shore or afloat at the risk and expense of the Owners of the goods and in that event neither the shipper nor the consignee nor the holder of the Bill of Lading shall have any claim against the Carriers in respect of any loss or damage which he or they may sustain directly or indirectly by reason or in consequence of the exercise by the Carriers of any of the powers conferred on them by this condition or by reason or in consequence of any damage to or diminution in value of the goods arising from the exercise of such powers or any of them. Provided that the Shipowner shall have a lien on the goods for all charges and expenses incurred in or about the landing and/or storage of such goods.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cu. ft. nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed, to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the Shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rates, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED

MANAGERS

OCEAN EASTBOUND BILL OF LADING

No. 9596

SHIPPED in apparent good order and condition, by Kaitsu Sha, Ltd., on the Steamship "Empress of Asia" at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of Vancouver, B.C. or so near thereto as the ship may safely get unto Order. or to his or their assigns.

Freight and all other charges for the said goods to be paid at Destination as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

DESCRIPTION, MARKS AND NUMBERS	Said to Weigh and Measure Subject to Correction	
	Pounds	Cubic Feet
As Per Back. = 259 Pkgs M'ds., (As Per Back).	21,606.	730.
Total Two Hundred and Fifty Nine (259) Pkgs Only.		
NOTIFY. Messrs. H. Komura Bros., Vancouver, B.C.		

PERISHABLE CARGO AT SHIPPER'S RISK. NOT RESPONSIBLE FOR LEAKAGE OF CONTENTS. CHINAWARE EARTHENWARE PORCELAINWARE GLASSWARE NOT RESPONSIBLE FOR BREAKAGE OF CONTENTS HOWEVER OCCURING.

OCEAN FREIGHT AND CHARGES

(A).	218 cft.		@$ 4.00	Per 40 cft.	$ 21.80
(B).	410 cft.		@$ 9.00	" " "	$ 92.25
(C).	6 cft.		@$ 6.25	" " "	$ 0.94
(D).	15 cft.		@$ 4.50	" " "	$ 1.69
(E).	12 cft.	263 Lbs.	@$ 4.00	Per 2000 Lbs.	$ 0.53
(F).	17 cft.		@$ 9.50	Per 40 cft.	$ 4.04
(G).	2 cft.		@$ 8.50	" " "	$ 0.43
(H).	35 cft.		@$ 6.00	" " "	$ 5.25
(I).	15 cft.		@$10.00	" " "	$ 3.75

Terminal Charges to be added and collected from consignees

COLLECT

Total Through Charges Total. G. $ 130.68

State whether Prepaid or Collect.

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to Four (4) Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 25th day of December 19 29.

J. H. Lancaster.

For CANADIAN PACIFIC RAILWAY COMPANY.

This Bill of Lading to be used only for shipments which are not going forward by rail.

T.P.—D.I. (correction 6)—HK—12/3/29 (40,000)

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN-MENTIONED:—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board, to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards, for any purpose whatsoever, and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back, or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, governments, and rulers or peoples, strikes, lockouts, labour disputes, riots, lighterage, transhipment, jetison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, rivers, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, marines, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness, or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers, or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4. Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary, without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depot, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into hulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore, and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13. Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery.

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rate, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

1

KAI TSU SHA, LTD.

P. P. Manager

H K

VANCOUVER

N/No.	=	40 Baskets	Fresh Taro.	- (A).
N/No.	=	10 Tubs	Miso.	
#1/10	=	10 Cases	Canned Goods.	
#11/14	=	4 Cases	Dried Fish.	(B).
N/No.	=	100 Tubs	Shoyu.	
#21/30	=	10 Tubs	Salted Fruit.	
#31/47	=	17 Cases	Canned Goods.	
#48/50	=	3 Cases	Canned Crab.	-- (C).
#51/52	=	2 Cases	Canned Goods.	
#53	=	1 Case	Provision.	(B).
#54/56	=	3 Cases	Dried Fish.	
#57/71	=	15 Cases	Potato.	
#72/76	=	5 Cases	Sweet Potato.	(A).
#77/78	=	2 Cases	Dried Potato.	
#79/80	=	2 Cases	Dried Mushroom.	
#81/82	=	2 Cases	Dried Vegetable.	
#83	=	1 Case	Dried Flour.	(B).
#84/86	=	3 Cases	Cake.	
#87	=	1 Case	Crystal Sugar.	
#88/89	=	2 Cases	Japan Tea.	-- (D).
#90/91	=	2 Cases	Seed.	- (E).
#92	=	1 Pkg	Cotton Goods.	- (F).
#93/94	=	2 Cases	Wooden Ware & Sea Weed.	- (B).
#95	=	1 Case	Wooden Ware.	- (G).
#96/98	=	3 Cases	Earthen Ware.	- (A).
#99/102	=	4 Cases	Dried Vegetable.	) - (B).
#103/107	=	5 Cases	Dried Fruit.	
#108/112	=	5 Tubs	Polishing Sand.	- (H).
#113	=	1 Case	Slipper etc.,	
#114	=	1 Case	Medicine etc.,	(I).
#115	=	1 Case	Toilet Goods & Ink.	
		259 Pkgs.		

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED

MANAGERS

OCEAN EASTBOUND BILL OF LADING

No. 6594

SHIPPED in apparent good order and condition, by Kaitsu Sha, Ltd., on the Steamship " Empress of Asia " at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of Vancouver, B.C. or so near thereto as the ship may safely get unto Order. or to his or their assigns.

Freight and all other charges for the said goods to be paid at Destination as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

NOTIFY: Messrs. H. Komura Bros.,
Vancouver, B.C.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

NOT RESPONSIBLE FOR LEAKAGE OF CONTENTS

PERISHABLE CARGO AT SHIPPERS RISK.

DESCRIPTION, MARKS AND NUMBERS				Said to Weigh and Measure Subject to Correction: Pounds	Cubic Feet
H K	N/No.	= 30 Tubs	Miso.		
	#1/2	= 2 Cases	Dried Radish.	A.	
	#3/4	= 2 Cases	Canned Goods.		
	#5/6	= 2 Cases	Japanese Tea. -- B.		
VANCOUVER	N/No.	= 25 Pkgs	Shoyu.		
	#7	= 1 Case	Yeast.		
	#8/9	= 2 Cases	Dried Wafer.	A.	
	#10	= 1 Case	Dried Tofu.		
	#11	= 1 Case	Sesame Seed. -- C.		
	#12/13	= 2 Cases	Cake. - A.		
	#14	= 1 Case	Slipper. - D.		
		69 Pkgs.			
Total Sixty Nine (69) Pkgs Only.				3,894.	145.

OCEAN FREIGHT AND CHARGES				
A. 124 cft.		@$ 9.00	Per 40 cft.	$ 27.90
B. 13 cft.		@$ 4.50	" " "	$ 1.46
C. 4 cft.	123 Lbs.	@$ 4.00	Per 2000 Lbs.	$ 0.25
D. 4 cft.		@$10.00	Per 40 cft.	$ 1.00
				COLLECT
Terminal Charges to be added and collected from consignees				
Total Through Charges				G. $ 30.61
State whether Prepaid or Collect.				

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to Four (4) Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 30th day of January 19 29.

For CANADIAN PACIFIC RAILWAY COMPANY.

This Bill of Lading to be used only for shipments which are not going forward by rail.

FEB 11 1929

T.P.—D.I. (correction 6)—HK—11-1-27 (70,000)

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN-MENTIONED:—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board, to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards, for any purpose whatsoever, and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, governments, and rulers or peoples, strikes, lockouts, labour disputes, riots, lighterage, transhipment, jettison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, rivers, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, marines, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness, or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength, or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4. Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary, without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depot, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into hulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore, and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13. Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery.

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place then at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in other case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or then by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rates, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

KAI TSU SHA, LTD.

P. P. Manager.

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED

MANAGERS

7344

OCEAN EASTBOUND BILL OF LADING

No. .....

SHIPPED in apparent good order and condition, by Kaitsu Sha, Ltd., on the Steamship "Empress of Australia" and/or other ship or ships at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of Vancouver, B.C. or so near thereto as the ship may safely get unto Order or to his or their assigns.

Freight and all other charges for the said goods to be paid at Destination as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Rail rates, if any, shown herein are subject to change in accordance with the tariffs of the connecting rail carrier in effect upon receipt by it of the said goods. NOTIFY: Messrs. H. Komura Bros., Vancouver, B.C.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods while same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

Not Responsible for Leakage of Packages and Broken Contents.

CHINAWARE, PORCELAIN, GLASSWARE NOT RESPONSIBLE FOR BREAKAGE OF CONTENTS, HOWEVER OCCASIONED.

PERISHABLE CARGO AT SHIPPER'S RISK.

DESCRIPTION AND MARKS AND NUMBERS			Said to Weigh and Measure Subject to Correction	
			Pounds	Cubic Feet
H K	#1/5 = 5 Cases.	Dried Fish.	B.	
	#6/7 = 2 Cases.	Japanese Tea.	A.	
	#11/15 = 5 Cases.	Raw Vegetable.	B.	
VANCOUVER	#16 = 1 Case.	Dried Flour.	B.	
	#17 = 1 Case.	Dried Flour.	B.	
	#18/20 = 3 Cases.	Dried Macaroni.	B.	
	#21/22 = 2 Cases.	Crystal Sugar.	B.	
	#23 = 1 Case.	Cake.	B.	
	#24/26 = 3 Cases.	Porcelain & Earthen Ware.	C.	
	#27 = 1 Pkg.	Straw Slipper & Basket.	A.	
	#28 = 1 Case.	Medicine & C.	D.	
	#29 = 1 Case.	Candle & C.	D.	
	26 Pkgs.			
Total Twenty Six (26) Pkgs Only.			3,855.	161.

OCEAN FREIGHT AND CHARGES	
A. 15 cft. @$ 5.00 Per 40 cft.	$ 1.88
B. 103 cft. @$ 3.00 " " "	$ 23.18
C. 32 cft. @$ 4.00 " " "	$ 3.20
D. 11 cft. @$10.00 " " "	$ 2.75
Terminal Charges to be added and collected from consignees	
Total Through Charges (NOTE.—State whether Prepaid or Collect.)	G. $ 31.01

COLLECT

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to Four (4) Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 26th day of February 19 26.

J. H. Rancelli

For CANADIAN PACIFIC RAILWAY COMPANY

This Bill of Lading to be used only for shipments, which are not going forward by Rail

HK—T.P.—D.I. (correction 5)—12/3/25 (20,000)

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN-MENTIONED:—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards, for any purpose whatsoever, and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back, or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, governments, and rulers or peoples, strikes, lockouts, labour disputes, riots, lightersge, transhipment, jettison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, rivers, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, mariners, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness, or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength, or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4. Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary, without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from or been occasioned by faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depot, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ships responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into hulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owner of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore, and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13. Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery.

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—20. Without in any manner or to any extent limiting the meaning of the other conditions contained in this Bill of Lading it is expressly agreed that it is issued subject to the conditions (a) and (b) contained in this clause, viz:—

(a) Ship free to carry contraband of war and like risks. Shipper to take all risks of loss of before-mentioned goods by capture or other peril of war whether such loss be occasioned by or arise from any act, omission, negligence, default, or error of judgment of the Owners, Master, Officers, Servants or Agents.

(b) When and so long as a state of war exists between any two Powers the Carriers may at any time either before or after the commencement of the voyage land and store the goods at the port of shipment or at any other port or place either on shore or afloat at the risk and expense of the Owners of the goods and in that event neither the shipper nor the consignee nor the holder of the Bill of Lading shall have any claim against the Carriers in respect of any loss or damage which he or they may sustain directly or indirectly by reason or in consequence of the exercise by the Carriers of any of the powers conferred on them by this condition or by reason or in consequence of any damage to or diminution in value of the goods arising from the exercise of such powers or any of them. Provided that the Shipowner shall have a lien on the goods for all charges and expenses incurred in or about the landing and/or storage of such goods.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rates, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

KAI TSU SHA, LTD.

P. P. Manager.

To one bill of lading of this tenor and date, a three sen internal revenue stamp has been affixed as required by law.

T.P.—D. 1.
CORRECTION 2.

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED
MANAGERS

OCEAN EASTBOUND BILL OF LADING. No. 9226

By KAI TSU SHA, LTD.

SHIPPED, in apparent good order and condition, from Emp. Russia and/or other ship or ships at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of Vancouver B.C. or so near thereto as the ship may safely get, unto Order (Attn. Messrs Nomura Bros.) 1 Powell St Vancouver, B.C. or to his or their assigns.

Freight and all other charges for the said goods to be paid at Destination as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

DESCRIPTION AND MARKS AND NUMBERS	Said to Weigh and Measure Subject to Correction	
	Pounds	Cubic Feet
Provision (HK) #1/4 - 4 Cases Bean flour VANCOUVER #5/6 - 2 " Dried Vegetable #7/8 - 2 " 8 c/s Total Eight Cases only.	1142 lb	39 cf
PERISHABLE CARGO AT SHIPPERS RISK NOT RESPONSIBLE FOR BREAKAGE OF PACKAGES AND LOSS OF CONTENTS.		

OCEAN FREIGHT AND CHARGES	
@ $7.00 p. 40 cf	87c
Total Through Charges Freight payable at Destination	G.$ 8.78
(NOTE.—State whether Prepaid or Collect.)	COLLECT

COLLECT

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to Four Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 6th day of December 19 22.

This Bill of Lading to be used only for shipments when consigned locally to Steamers' Port of Discharge.

For THE CANADIAN PACIFIC RAILWAY COMPANY.

KAITSUSHA, LTD.

For Pr.....

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN-MENTIONED :—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board, to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards, for any purpose whatsoever and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back, or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, governments, and rulers or peoples, strikes, lockouts, labour disputes, riots, lighterage, transhipment, jettison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, rivers, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes, of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, marines, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength, or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4 Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignee absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck-house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific cause herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from, or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depôt, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into bulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures, shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13 Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers, shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—20. Without in any manner or to any extent limiting the meaning of the other conditions contained in this Bill of Lading it is expressly agreed that it is issued subject to the conditions (a) and (b) contained in this clause, viz. :—

(a) Ship free to carry contraband of war and like risks. Shipper to take all risks of loss of before-mentioned goods by capture or other peril of war whether such loss be occasioned by or arise from any act, omission, negligence, default, or error of judgment of the Owners, Master, Officers, Servants or Agents.

(b) When and so long as a state of war exists between any two Powers the Carriers may at any time either before or after the commencement of the voyage land and store the goods at the port of shipment or at any other port or place either on shore or afloat at the risk and expense of the Owners of the goods and in that event neither the shipper nor the consignee nor the holder of the Bill of Lading shall have any claim against the Carriers in respect of any loss or damage which he or they may sustain directly or indirectly by reason or in consequence of the exercise by the Carriers of any of the powers conferred on them by this condition or by reason or in consequence of any damage to or diminution in value of the goods arising from the exercise of such powers or any of them. Provided that the Shipowner shall have a lien on the goods for all charges and expenses incurred in or about the landing and/or storage of such goods.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cu. ft. nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed, to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the Shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rates, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

CANADIAN PACIFIC RAILWAY COMPANY

TRANS-PACIFIC STEAMSHIP LINES

CANADIAN PACIFIC STEAMSHIPS, LIMITED

MANAGERS

5482

OCEAN EASTBOUND BILL OF LADING

No. .....

SHIPPED in apparent good order and condition, by Kaitsu Sha, Ltd., on the Steamship " Empress of Canada " at the Port of Yokohama the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of Vancouver, B.C. or so near thereto as the ship may safely get unto Order. Destination or to his or their assigns.

Freight and all other charges for the said goods to be paid at ..... as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

DESCRIPTION, MARKS AND NUMBERS	Said to Weigh and Measure Subject to Correction	
	Pounds	Cubic Feet
As Per Back. = 76 Pkgs M'ds., (As Per Back).	7,133.	252.
Total Seventy Six (76) Pkgs Only.		
NOTIFY. Messrs. H. Komura Bros., Vancouver, B.C.		

PERISHABLE CARGO AT SHIPPERS RISK.

Not Responsible for breakage of Packages and Loss of contents.

CHINAWARE EARTHENWARE PORCELAINWARE GLASSWARE NOT RESPONSIBLE FOR BREAKAGE OR CONTENTS HOWEVER OCCURING.

OCEAN FREIGHT AND CHARGES			
(A). 114 cft.	@$ 9.00	Per 40 cft.	$ 25.65
(B). 29 cft.	@$ 4.50	" " "	$ 3.26
(C). 32 cft.	@$ 4.00	" " "	$ 3.20
(D). 13 cft. 510 Lbs.	@$ 3.00	Per 2000 Lbs.	$ 0.77
(E). 20 cft.	@$ 6.00	Per 40 cft.	$ 3.00
(F). 15 cft.	@$ 9.50	" " "	$ 3.56
(G). 29 cft.	@$10.00	" " "	$ 7.25
Terminal Charges to be added and collected from consignees			
Total Through Charges		Total	G. $ 46.69
State whether Prepaid or Collect.			

COLLECT.

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally by accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to Four (4) Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at Yokohama this 21st day of August 19 31.

This Bill of Lading to be used only for shipments which are not going forward by rail.

J. A. Nancellis

For CANADIAN PACIFIC RAILWAY COMPANY.

T.P.—D.1. (correction 6)—HK—24/ 0530 (50,400.)

H K

VANCOUVER

#1/17	=	17 Cases	Canned Goods.	(A).
#18/20	=	3 Cases	Shaving Bonito.	(A).
#21/23	=	3 Pkgs	Vermicelli.	(A).
#24	=	1 Case	Japanese Tea. - (B).	
#25/29	=	5 Tubs	Sake Lees.	(A).
#30/40	=	11 Cases	Canned Goods.	(A).
#41/42	=	2 Cases	Dried Fish.	(A).
#43	=	1 Case	Dried Sea Weed.	(A).
#44	=	1 Case	Dried Flour.	(A).
#45	=	1 Case	Wheat.	(A).
#46	=	1 Case	Cake.	(A).
#47	=	1 Case	Baked Bean.	(A).
#48	=	1 Case	Crystal Sugar.	(A).
#49/52	=	4 Cases	Sweet Potato. - (C).	
#53/55	=	3 Cases	Japanese Tea. - (B).	
#56/60	=	5 Bags	Bean. - (D).	
#61	=	1 Case	Wheat. - (A).	
#62/68	=	7 Cases	Polishing Sand. - (E).	
#69	=	1 Case	Porcelain Ware. - (C).	
#70	=	1 Pkg	Cotton Goods. - (F).	
#71	=	1 Case	Dry Goods.	(G).
#72	=	1 Case	Candle.	(G).
#73	=	1 Case	Medicine.	(G).
#74/75	=	2 Cases	Medicine etc.,	(G).
#76	=	1 Case	Book etc.,	(G).
		76 Pkgs		

EW—18. Nothing herein contained shall [illegible] any Carrier or the owner of any [illegible] howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full fretight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the privisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England anod the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rate, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

KAI-TSU SHA, LTD.

P. P. Manager.

CANADIAN PACIFIC RAILWAY COMPANY
TRANS-PACIFIC STEAMSHIP LINES
CANADIAN PACIFIC STEAMSHIPS, LIMITED

MANAGERS

1580

OCEAN EASTBOUND BILL OF LADING

No.....

SHIPPED in apparent good order and condition, by ... Kaitsu Sha, Ltd. ..... on the Steamship ... " Empress of Japan " ..... at the Port of .. Yokohama ..... the property hereinafter mentioned said to be marked and numbered or addressed as indicated below, to be delivered in the like apparent good order and condition, from the Ship's tackle (where the responsibility of the ship and its owners shall cease), at the Port of ... Vancouver, B.C. ... or so near thereto as the ship may safely get unto ... Order. ..... or to his or their assigns.

Freight and all other charges for the said goods to be paid at ... Destination ..... as shown below, with primage and average accustomed.

Freight charges may at Carrier's option be calculated upon weight or measurement upon receipt or delivery and for such purpose weight and measurement shown herein are subject to correction whether freight be prepaid or otherwise.

Weight, measure, gauge, quality, quantity, condition, contents and value unknown, and the Carriers are not accountable for the same.

Cartage, if any, is payable by consignees.

This contract of carriage is further subject to the terms, conditions, liberties, restrictions, exceptions and limitations, herein contained, including those shown on the back hereof, upon which the rate of freight is adjusted.

It is agreed that each of the Carriers shall be responsible only for the goods whilst same are in their own personal custody. The arrangements for through carriage are made for the convenience of shippers, and the responsibility of each Carrier with regard to the carriage and storage by other means than its own vessels or other vehicles or stores is to be that of forwarding agent only, and any claim for loss, damage or delay must be made only against the person or company in whose custody the goods actually were at the time when the loss, damage or delay was caused or arose.

CHINAWARE, PORCELAIN, ETC. NOT RESPONSIBLE FOR CONTENTS HOWEVER OCCASIONED.

PERISHABLE CARGO AT SHIPPERS RISK

NOT RESPONSIBLE FOR LEAKAGE OF CONTENTS

NOT RESPONSIBLE FOR LEAKAGE OF CONTENTS

DESCRIPTION, MARKS AND NUMBERS	Said to Weigh and Measure Subject to Correction	
	Pounds	Cubic Feet
As Per Back. = 153 Pkgs M'ds., (As Per Back)		
NOTIFY. Messrs. H. Komura Bros., Vancouver, B.C.	10,080.	340' 2"
Total One Hundred and Fifty Three (153) Pkgs Only.		

OCEAN FREIGHT AND CHARGES		
(A). @$ 9.00	Per 40 cft.	$ 47.93
(B). @$ 6.25	" " "	$ 0.78
(C). @$ 4.00	" " "	$ 3.10
(D). @$ 3.00	Per 2000 Lbs.	$ 0.77
(E). @$ 3.00	Per 40 cft	$ 3.98
(F). @$ 8.50	" " "	$ 1.28
(G). @$10.00	" " "	$ 2.00
(H). @$ 3.60	" " "	$ 0.45
(I). @$ 7.50	" " "	$ 1.13
Terminal Charges to be added and collected from consignees		
Total Through Charges COLLECT State whether Prepaid or Collect.	Total Canadian	G. $ 61.42

Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor, and finally in accepting this bill of lading the Shipper, Owner and Consignee of the goods and the holder of the bill of lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped hereon, as fully as if they were all signed by such Shipper, Owner, Consignee or Holder.

In witness whereof the Agents have affirmed to ... Four (4) ..... Bills of Lading all of this tenor and date, the one of which Bills being accomplished the others to stand void.

Issued at ... Yokohama ..... this ... 17th ..... day of ... August ..... 19 33.

This Bill of Lading to be used only for shipments which are not going forward by rail.

J. H. [illegible]

For CANADIAN PACIFIC RAILWAY COMPANY.

T.P.—D.1. KOBE. 20,000. 12-32.

H K	N/No.	=	10	Tubs	White Miso.	-(A).	740 Lbs.	16' 8"
	#1/3	=	3	Cases	Canned Vegetable.	-(B).	195 "	4' 6"
	#4/5	=	2	Cases	Bottled Provision.		114 "	2' 6"
VANCOUVER	N/No.	=	100	Tubs	Shoyu.		5100 "	150' 0"
	#21/27	=	7	Cases	Canned Goods.		373 "	8' 1"
	#28/34	=	7	Tubs	Sake Lees.	(A).	315 "	10' 6"
	#35/37	=	3	Cases	Cake.		307 "	16' 9"
	#38/40	=	3	Cases	Japan Tea. -(C).		298 "	18'10"
	#41/43	=	3	Cases	Sweet Potato.-(C).		438 "	12' 6"
	#44/48	=	5	Bags	Bean. -(D).		510 "	12'11"
	#49/51	=	3	Cases	Earthen Ware. -(E).		862 "	52' 6"
	#52	=	1	Case	Cotton Goods. -(F).		64 "	5'11"
	#53	=	1	Case	Toilet Paper. -(A).		149 "	8' 5"
	#54	=	1	Case	Tooth Powder.		38 "	1'10"
	#55	=	1	Case	Tooth Brush etc.,)-(G).		97 "	3' 8"
	#56	=	1	Case	Curios.	-(H)	175 "	5' 5"
	#57	=	1	Case	Ajinomoto etc., -(G).		100 "	2'11"
KOMURA BROS VANCOUVER	#58	=	1 Case		Periodicals.	- (I).	205 "	6' 3"
			153 Pkgs				10080 Lbs.	340' 2"

of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccurracies in, obliteration, insufficiency or absence of marks, numbers, or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4. Fish, fruit, vegetables and other perisbable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary, without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of, shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depot, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Ladirg, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into bulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore, and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free; except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13. Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery.

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required; the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rate, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

KAI TSU SHA, LTD.

P. P. Manager.

WITH RESPECT TO THE SERVICE UNTIL DELIVERY AT THE SEABOARD PORT OF DISCHARGE AS WITHIN MENTIONED:—

EW—1. The Carriers (which expression throughout this Bill of Lading includes the Railway Company, the Managers and Agents of the Steamship Lines, and the Owners and/or Master of any carrying vessel) have liberty to tranship at any port or ports. All the ships have liberty to sail with or without pilots, and to tow and assist vessels in all situations and to all ports, to dry dock at port of loading or elsewhere with cargo on board, to carry animals or other cargo on deck, to warehouse or lighter to or from any vessel, and to deviate for any purpose whatsoever, and before or after proceeding on the voyage to proceed to and stay at any port or ports whatsoever in any order or rotation backwards and/or forwards for any purpose whatsoever, and notwithstanding that such ports may be in a contrary direction to or away from or out of the ordinary route to or beyond the port of discharge, and every such sailing or staying shall be deemed to be within the intended voyage, anything in this Bill of Lading, whether written, printed or stamped to the contrary notwithstanding. In the event of the ship putting back, or into any port, or otherwise being prevented by any cause from commencing or proceeding in the ordinary course, the ship is at liberty, in the discretion of the master or other person in charge, or the Carriers, and without liability for any default, negligence or error in judgment in the exercise thereof, to proceed in tow of, and to ship or tranship the goods by any other vessel. The Carriers have the option of landing cargo at any port other than the port of discharge, and storing on shore or afloat and of forwarding the same by other vessel or craft or rail or other means, and may overcarry cargo away from port of destination and return same thereto by any means at the ship's expense and owner's risk.

EW—2. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon the acts of God, the King's enemies, privateers, pirates, robbers, thieves of whatever kind, whether in the service of the Carriers or not, pilferage, rising of passengers, barratry of masters and mariners, restraints of princes, government, and rulers or peoples, strikes, lockouts, labour disputes, riots, lighterage, transhipment, jettison, explosion, heat, fumigation, vermin, rain, and fire at sea, in port, on wharf, in warehouse, on lighter or elsewhere at any time, perils or accidents of the seas, lakes, and navigation, or steam or boilers, machinery, pumps, tanks, or pipes of any kind (including consequence of defect therein or damage thereto), or collision, whether with vessels of the same ownership or otherwise, straining or stranding, heeling over, upsetting, submerging or sinking of ship, in harbour, river, or at sea, or the entry or admission of water into the vessel or holds by any cause or for any purpose, or the leaking or emission of water from any tank or other receptacle in or upon the vessel, any act or omission, negligence, default, or error in judgment of the Carriers, pilot, master, officers, marines, engineers, crew, stevedores, lightermen, warehousemen, agents, or other persons whomsoever in the service of the Carriers or their agents or for whom the Carriers would otherwise have been responsible, whether on board the said ship or any other ship belonging to or chartered by them, or on shore, or from unseaworthiness, or from unfitness whether existing at the time of loading or at the commencement of the voyage or on the voyage.

EW—3. The Carriers shall not be responsible to any extent for any loss, damage or delay arising from or consequent upon sweating, insufficiency or insecurity of package, in size, strength or otherwise, leakage, breakage, chafage, wastage, spray, rust, frost, thaw, decay, hook marks or injury from hooks or ship's tackle, or contact with, or smell, evaporation, or other damage from any other goods, inaccuracies in, obliteration, insufficiency or absence of marks, numbers, or addresses, or description of goods shipped, injury to or soiling of wrappers or packages, however caused.

EW—4. Fish, fruit, vegetables and other perishable goods, earthenware, china, glass, crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature are carried only at the risk of the shipper, owner or consignees absolutely.

EW—5. Any goods or merchandise taken on deck shall be at the risk of the shipper, owner or consignee absolutely, and all goods may be carried in shelter deck, poop, bridge space, deck house, peaks or other space whatsoever.

EW—6. The carriers shall not be liable for any loss of or damage to any goods, however caused, which are capable of being covered by insurance, and it is specially agreed that no express exemption from or limitation of liability provided for in this contract, in the case of loss or damage from specific causes herein enumerated, shall be deemed to affect in any way or to any extent the generality of this provision.

EW—7. Goods of an inflammable or explosive or corrosive or otherwise dangerous or injurious nature shall be distinctly so marked as to indicate their character before shipment, and be transported, if the Carriers choose, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the Carriers without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo and to the ship caused by such goods, and such articles may be seized and confiscated or destroyed by the Carriers, if deemed necessary, without incurring any liability therefor. All fines, expenses, losses or damage which the Carriers or their agents or servants, or the ship or cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or other failure to comply with Customs regulations or by reason of the inflammable, explosive, corrosive, or otherwise dangerous or injurious nature of such contents, shall be borne by and be recoverable from either the owner, shipper, or consignee, whether such owner, shipper or consignee shall be aware thereof or not.

EW—8. If the Carriers shall have exercised due diligence to provide a ship in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed, that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the ship, or from any defect in the ship, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment, or at the beginning or during the course of the voyage, the consignees or owners of the cargo shall nevertheless pay salvage, and any special charge incurred in respect of the cargo, and shall contribute with the Carriers in general average to the payment of any sacrifices, losses or expenses, of a general average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with same force and effect and to the same extent, as if such danger, damage, or disaster had not resulted from or been occasioned by, faults or errors in navigation or in the management of the vessel, or any defect or unseaworthiness. In case of salvage services rendered to aforesaid goods or property during this voyage, by a vessel or vessels of the Carriers, such salvage services shall be paid for as fully as if such salving vessel belonged to a third party. All claims of the nature of general average shall be adjusted and settled in conformity with York-Antwerp Rules, the ship reserving the right of lien on cargo for contribution, and adjustment shall be made up in the United Kingdom unless the Carriers otherwise decide.

EW—9. In case of strikes, lockouts, congestion of ports or docks, frosts, ice, quarantine, or other sanitary regulations likely to cause delay or risk to the steamer, the goods may be discharged into quarantine depot, hulk or other vessel, required for the ship's despatch or transhipped to another vessel to be forwarded to destination; or the master may proceed on his voyage, and land the goods at the nearest convenient port (in his opinion) all at the risk and expense of the owners of the goods, or retain them on board till the ship returns. Quarantine expenses, of whatever nature or kind, shall be borne by the owners, shipper or consignee. In case of the blockade or interdict of the port of discharge, or if entering or discharging there shall be considered by the master unsafe by reason of war disturbances, ice, stress of weather or any other cause, the master may land the goods at any other port which he may consider safe, at the expense and risk of the owners of the goods and the ship's responsibility shall cease when the goods are so discharged or landed. If while in the process of discharging the master shall for any reason consider it unsafe to remain in port, the ship may proceed to the nearest safe port in the master's judgment, and there complete her discharge at the risk and expense of the owner of the goods, and the ship's responsibility shall cease when the goods are so landed.

EW—10. The shippers and owners of the goods are liable jointly and severally for all freight and charges payable under the terms hereof, and for all other expenses incurred in the event of goods or property being sold to enforce the aforesaid lien or by reason of being unclaimed or refused by consignees and not realizing sufficient to pay such freight and charges in full; freight at the rate herein stated and all other charges accruing on said goods must be paid before delivery and according to weights or measurements as ascertained by any Carrier hereunder, and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, double freight charges must be paid upon the articles actually shipped, and at the rates properly applicable. The goods are to be discharged from the ship as soon as she is ready to unload, and if the consignee is not ready to receive, they may be discharged by the master on to the wharf, or into bulk, lazaretto, or hired lighters, if necessary, at the expense and risk of the owners of the goods. The ship may, irrespective of weather, discharge continuously, Sundays and holidays included, and should the master or agents require discharge to be made beyond the usual Customs hours, consignees shall be bound, if so required, to immediately sign an application for this purpose. The porterage of the delivery of the cargo, whether by day or night, including the cubage of all goods carried by measurement and weighing of all goods carried by weight, shall, in the option of the ship, be done by the consignees of the ship at their tariff rates at the expense and risk of the owners of the goods.

EW—11. The goods or property during lighterage from vessel to vessel or between the vessel and the shore, and whilst on any wharf, hulk or craft, or in any warehouse awaiting shipment, reshipment or transhipment, shall be at the risk of the owner, shipper or consignee absolutely.

EW—12. With respect to live stock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such live stock from the time taken on board ship until landed at destination; feed for live stock shall be carried on board ship freight free: except that any surplus feed landed at destination shall pay freight at current rates; freight charges on live stock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of live stock taken on ship, and freight so paid cannot be returned, ship and/or live stock lost or not lost. The Carriers shall not be held liable for injury to or loss of live stock howsoever caused, the same being carried at the Shipper's risk absolutely, even in case of neglect of Carriers' servants or of unseaworthiness or unfitness. Freight is payable on number shipped.

EW—13. Double parcel rates will be charged upon delivery on all parcels of different consignees collected and made up in single packages, addressed to one party for delivery.

EW—14. In the case of goods at through rates, the shippers must supply all the necessary papers for passing the goods through the Customs, and all expenses, loss and delay occasioned by the absence of such papers shall be borne by the owners of the goods and be a charge thereon.

EW—15. Prepaid freight is earned on receipt of the goods by the Carrier and is not returnable whether goods or ship be lost or not.

EW—16. Should any existing or future order or restriction of any Government Authorities prevent the above goods from being conveyed in any particular ship or class of ships, the Carriers are to be free from any liability for non-fulfilment of their contract.

EW—17. NOTIFICATION CLAUSE.—No claim shall under any circumstances whatever attach to the Carriers for failure to notify consignees of arrival of goods.

EW—18. Nothing herein contained shall deprive the Carriers of the benefit of any statutory exemption from or limitation of liability in respect of any loss or damage to the said goods howsoever caused.

EW—19. If the goods are made deliverable hereunder to a named consignee or to a named consignee or assigns, and not to order or assigns, delivery may be made to such named consignee without production or delivery of the Bill of Lading, and such delivery to the named consignee shall effectually discharge the Carrier although the consignee may not be legally entitled to the goods or delivery thereof.

EW—21. All claims for loss of or damage or injury to any goods or property for which the Carriers are liable under the terms hereof shall be adjusted upon the basis of the market value of the said goods or property or of goods or property of the same nature and quality at the place and time of original shipment unless the invoice or declared value of the said goods or property shall be less than such market value, in which case such invoice or declared value (whichever shall be the less) shall be the maximum, provided, however, that in no case shall the Carriers be liable for or in respect of the said goods or property beyond the sum of $10.00 per cubic foot nor in any case exceeding $100.00 for any one package, or any article not enclosed in a package unless a higher value shall have been declared in writing at the time of shipment and *ad valorem* freight paid thereon. No claim shall be sustainable unless written notice thereof be given within ten days and suit instituted within nine months after discharge of vessel at the port of delivery.

EW—22. Full freight is payable on damaged or unsound goods; freight if payable at any other place than at destination to be paid ship or goods lost or not lost and whether the voyage be complete or not, and to be due in full in exchange for Bill of Lading, or if payable by consignees on arrival of goods at place of destination in exchange for delivery order; settlement in either case to be made without discount or abatement; freight and disbursements payable by consignees to be paid in Gold or its equivalent in the currency of the country in which delivery of the goods is to be made; freight on goods to order, liquids and brittle or perishable goods to be paid by shippers, if required; this Bill of Lading duly endorsed to be given up in exchange for delivery order if required: the Carrier shall have a lien on the goods or property not only for all freight and other charges to be paid under the provisions hereof and for all payments made and liabilities incurred in respect of any fines, damages, or other charges of whatsoever nature which under the provisions hereof are to be borne by the owner, shipper or consignee of the goods or property, but also for all previously unsatisfied freight charges, fines, damages and other charges of whatsoever nature due to him or them by the said owner, shipper or consignee and whether payable in advance or not.

EW—23. It is mutually agreed by the parties that all claims arising under this Bill of Lading shall be settled according to the Law of England and the shipper agrees to indemnify the Carriers against the consequences of any claim being elsewhere made.

EW—24. In case the whole or any part of the goods specified herein be prevented by any cause from clearing in the ship or ships for which intended or be overcarried or landed at intermediate ports, the Carriers shall be bound only to forward them by preceding or succeeding ships of their or any other line, and incur no further liability.

EW—25. Inspection of property covered by this Bill of Lading will not be permitted unless provided by law or unless permission is endorsed on this Bill of Lading or given in writing by the shipper.

E—26. In the event of any additional tolls or charges being assessed against the shipment mentioned in this Bill of Lading, or any portion thereof, by reason or on account of error in the rate, weight or measurement mentioned herein, or in respect of terminal services, wharfage or otherwise howsoever, then and in such event the shipper, owner and consignee shall be liable jointly and severally to the Carriers hereunder for all such additional tolls and charges.

KAI TSU SHA, LTD.

P. P. Manager.